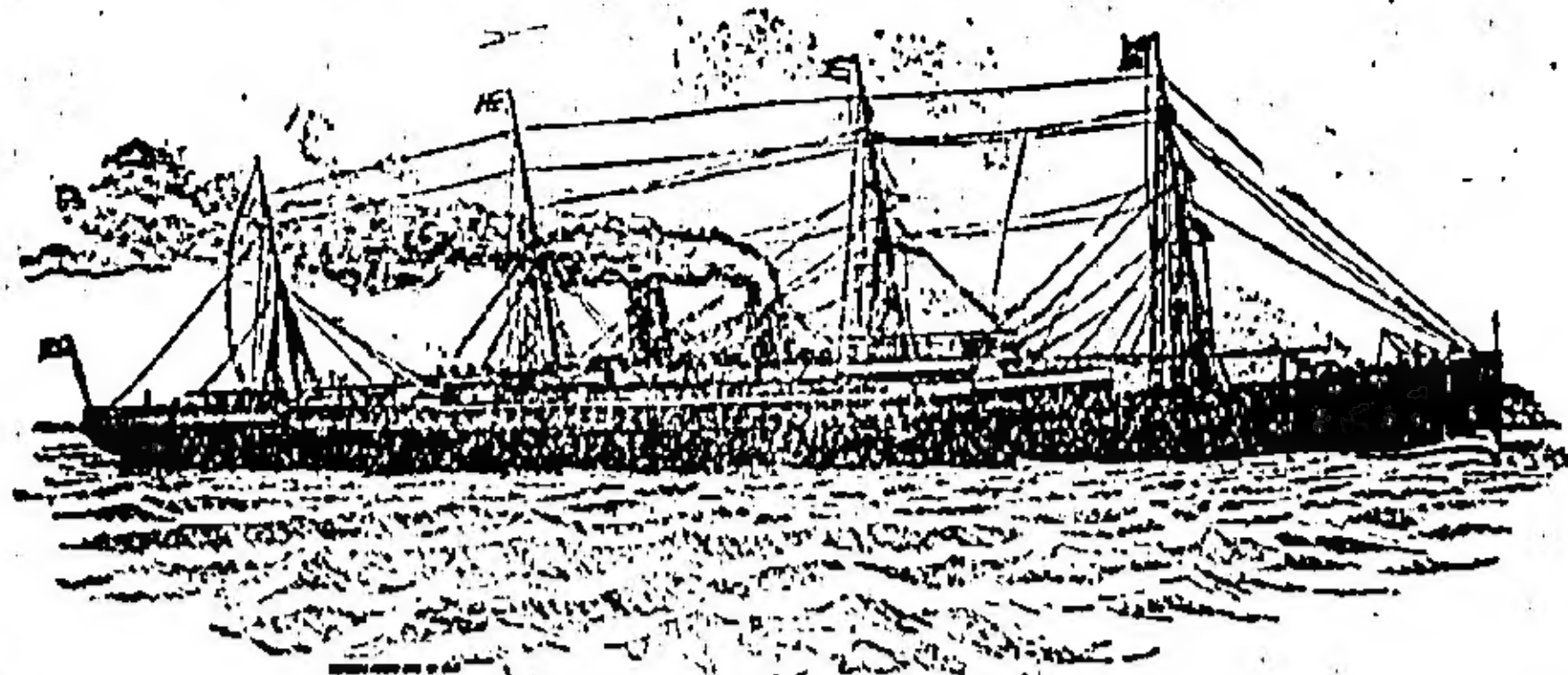






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"COPTIC" .....	4,352 Gross Tons, WEDNESDAY, 9th December, at Noon.
"AMERICA MARU" .....	6,307 " FRIDAY, 18th December, at Noon.
"KOREA" .....	4,276 " SATURDAY, 26th December, at Noon.
"GAELIC" .....	4,205 " SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU" .....	6,307 " SATURDAY, 9th January, at Noon.
"CHINA" .....	5,060 " TUESDAY, 19th January, at Noon.
"DORIC" .....	4,784 " FRIDAY, 29th January, at Noon.
"NIPPON MARU" .....	6,307 " SATURDAY, 6th February, at Noon.
"SIBERIA" .....	11,284 "

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 9th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door life throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st December, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" .....	6,000 " WEDNESDAY, 16th December.
"EMPRESS OF CHINA" .....	6,000 " WEDNESDAY, 13th January, 1904.
"ATHENIAN" .....	3,882 " WEDNESDAY, 27th January.
"EMPRESS OF INDIA" .....	6,000 " WEDNESDAY, 10th February.
"TARTAR" .....	4,473 " WEDNESDAY, 24th February.
"EMPRESS OF JAPAN" .....	6,000 " WEDNESDAY, 9th March.
"EMPRESS OF CHINA" .....	6,000 " WEDNESDAY, 30th March.
"EMPRESS OF INDIA" .....	6,000 " WEDNESDAY, 20th April.
"ATHENIAN" .....	3,882 " WEDNESDAY, 27th April.
"EMPRESS OF JAPAN" .....	6,000 " WEDNESDAY, 11th May.

The magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARAGONIA .....	HAVRE and HAMBURG.	15th Dec. Freight.
Forst .....	(Calling at SINGAPORE and COLOMBO).	
NURNBERG .....	HAVRE and HAMBURG.	29th Dec. Freight.
Jaburg .....	(Calling at SINGAPORE and PENANG).	
AMBRIA .....	HAVRE and HAMBURG.	5th January, 1904. Freight.
Duckstein .....	(Calling at SINGAPORE and COLOMBO).	
NUBIA .....	NEW YORK	About end of December. Freight.
von Hoff .....	Via SUZ.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 1st December, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,363 tons, Captain H. D. Jones.
"POWAN" .....	2,138 " " G. F. Morrison, R.N.R.
"FATSHAN" .....	2,200 " " A. W. Dixon.
"HANKOW" .....	3,073 " " C. V. Lloyd.
"KINSHAN" .....	2,860 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNG-HAN" .....	1,998 tons, Captain W. E. Clarke.
------------------------	-----------------------------------

Departures from Hongkong to Macao daily at 2 P.M. Sunday.

Do. from Macao to Hongkong daily at 8 A.M. excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" .....	2,19 tons, Captain T. Hamlin.
-----------------------	-------------------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" .....	538 tons, Captain B. Branch.
"NANNING" .....	569 " " C. Buchart.
"TAK HING" .....	618 " " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 7th November, 1903. 1357e

JAVA-CHINA-JAPAN LIJN.  
HEAD AGENT: R. BISSCHOP,  
3, DUDDELL STREET,  
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS .....	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP .....	KOBE and YOKOHAMA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMAH .....	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Port on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,  
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201.  
Hongkong, 30th November, 1903.

1163e

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
AMATEUR WORK GIVEN SPECIAL  
ATTENTION.  
FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

Patronage respectfully solicited.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

1339c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

954c

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 28.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

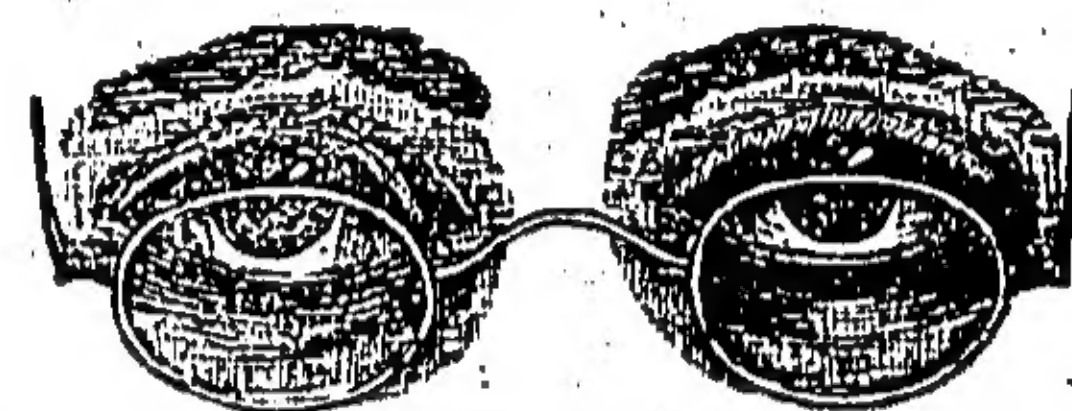
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573e

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

16e

GO TO THE  
KOWLOON HOTEL,  
KOWLOON. J. W. OSBORNE,  
Proprietor and Manager.HOTEL CRAIGIEBURN,  
PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

17

EDWARDS, PIRY & COMPANY,  
LIMITED.

NOTICE is hereby given that an EX-  
TRAORDINARY GENERAL MEET-  
ING OF EDWARDS, PIRY & COMPANY,  
LIMITED, will be held at the Company's  
Offices, No. 1, Duddell Street, on TUESDAY,  
the 8th of December, 1903, at 11 o'clock  
in the forenoon, when the subjoined resolutions  
which were passed at the Extraordinary  
General Meeting of the Company held on the  
18th of November, 1903, will be submitted for  
confirmation as Special Resolutions:—

1. That this meeting approves of the pro-  
posed sale of the business of the Com-  
pany to Joseph Snowell Plant.
2. That the Company be wound up volun-  
tarily, so far as it was necessary for wind-  
ing up.
3. That Joseph Snowell Plant be and he is  
hereby appointed liquidator for the pur-  
poses of such winding up.

T. EDWARDS,  
S. D. PIRY,  
General Managers.

No. 1, Duddell Street,  
Hongkong, 21st November, 1903. 1404e

THE CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-  
SEVENTH ORDINARY MEETING  
OF SHAREHOLDERS in the above Company  
will be held at the Head Office, Victoria,  
Hongkong, on TUESDAY, the 8th proximo,  
at Twelve o'clock Noon, for the purpose of  
receiving the Report of the Directors, together  
with Statement of Accounts to the 30th April  
last, and of declaring Dividends.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 24th inst. to the  
8th proximo, both days inclusive.

By Order of the Board of Directors,  
JAMES WHITTALL,  
Secretary.

Hongkong, 16th November, 1903. 1374e

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.  
In Bags of 25½ lbs. net \$2.86 ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903. 119

DEUTSCHE WEINGESSELLSCHAFT  
DUHR & CO., COELN.

STOCK ON HAND OF  
AHRLEICHART, a red Ahr Wine at \$18.50  
GRAACHER, Moselle " " at \$16.50  
LAUBENHEIMER, Hock " " at \$15.00

All per Case of 24 Quarts.  
Price Reductions for Larger Orders.

GROSSMANN & CO.  
Hongkong, 16th October, 1903. 1259e

## VICTORIA REGATTA, 1903.

ENTRIES for the forthcoming REGATTA  
Close on FRIDAY, the 4th instant, at  
7 P.M. sharp.  
Entries for the Light Gigs, Men-of-war  
Cutters, Gigs and Whalers, will be Post  
Entries.

HAROLD C. AUSTEN,  
Actg. Hon. Secretary, V. R. C.  
Hongkong, 1st December, 1903. 1443e

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the Military Authorities that heavy GUN  
PRACTICE will be carried out from Victoria  
Battery on the 16th of December, between 9  
A.M. and 11 A.M., if the range is clear, but if not it  
will be carried out at a later hour on the same  
date. The firing will be at a target moving  
from a point opposite Lower Belchers Battery,  
South-West of Stonecutters' Island, to Chung  
Hue, at a range of about 4,500 yards.

By Command, A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 1st December, 1903. 1444e

## MADAM FLINT &amp; CO.,

DRESSMAKERS

AND

MILLINERS.

HAVE JUST RECEIVED

SMART READY-MADE

WINTER COSTUMES

OF THE

NEW FASHIONABLE

MATERIAL,

NOW SO MUCH IN VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. 1432e

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 26, Connaught Road Central.  
Hongkong, 9th February, 1904. 149







# Intimations.



**S. WATSON & CO., LIMITED.**

WE ARE SELLING  
AN UNIQUE SELECTION  
OF THE

**PUREST AND BEST  
CONFECTIONERY**

RECEIVED FROM THE  
LEADING LONDON AND PARIS  
HOUSES

Comprising the simple kinds to those  
of the  
MOST RECHERCHE DESCRIPTION,  
DAINTILY PACKED.

AN EXCEPTIONALLY GOOD  
ASSORTMENT

**CHRISTMAS  
AND  
NEW YEAR CARDS**  
FOR DESPATCH BY THE  
HOMEWARD MAILS.

**A. S. WATSON & CO., LIMITED,**  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 254.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣

TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

**XMAS & NEW YEAR CARDS.**

**FURNITURE  
DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PATENT MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC  
DEPARTMENT.**  
DEVELOPING and PRINTING.  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903 [728d]

**CARMICHAEL AND  
CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.  
A. 1. Code.  
Liebner's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th March, 1903 [355e]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

**NOTICE.**  
All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Lee Hing Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to the Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$50 per annum.  
WEEKLY—\$15 per annum.  
The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 2, 1903.

**AUSTRALIAN TRADE WITH  
THE EAST.**

Among the recent arrivals in Hongkong is Mr. J. B. Sutor, the newly appointed trade commissioner for New South Wales, who has come to the Far East for the purpose of developing trade between China and the Commonwealth of Australia. It has been recognised that New South Wales is acting wisely in bringing samples of her products directly under the notice of the consumers, and when the late Mr. E. Whiteley, who was appointed in 1901 to further the development of Australian trade in the East, and who is now succeeded by Mr. Sutor, was at Yokohama, the American Consul strongly advocated the system of direct intercourse with the consumers, stating that his countrymen and the Germans were following this course to advantage. In the course of a report to the Premier of Australia, he wrote:—"I made a regular round of calls upon the leading European merchants, irrespective of whether they were trading with New South Wales or not, and had visits from most of these, to whom I dilated upon the advantage of opening up a trade with a British colony so near to their distributing port. I enclose herewith an original letter received by me from the Director of the Commercial Bureau, Department of Foreign Affairs, Tokio, with reference to army and navy supplies, from which you will see that the Army and Navy Departments are prepared to consider tenders made for New South Wales goods, when tenders for supplies are being called for, and as I have made this well-known amongst the merchants of Osaka, Tokio, and Yokohama, no doubt our products are far more likely to be quoted for than has ever been the case hitherto, and, further, such quotations will receive favourable consideration, as explained in my previous reports." The importance of sending a special trade commissioner to the Far East cannot be over-estimated, and although the trip may not be undertaken with a view to securing orders, the representative has exceptional facilities for acquainting himself with the requirements of the natives, and the best methods for the introduction of goods through the merchants, Chinese and foreign, in the numerous Treaty Ports. It has been argued that the principal thing at which persons look nowadays is how such a trip can be taken at the least cost to themselves, and consequently do not choose their representative as being the one most likely to do them credit, but simply because he costs less money than another who not only understands his business better, but has more influence with dealers. The fact is often overlooked that in China a person will meet with a most critical class of people, who are quick to denote any desire to do things "on the cheap," which is sufficient to make them believe that the business sought cannot be of much importance. In Mr. Sutor, however, New South Wales not only has a most enthusiastic worker and a firm believer in the future greatness of his country, but also a man who can gain the friendship and respect of all with whom he comes in contact, and one able to overcome any national conservatism and dislike to the taking up of new business. But according to the principal of an important Australian firm he will be disheartened with the work among the teeming millions of the East, who are too poor to buy their wool, meat, or butter, and who have to eat "some strange and wondrous things, and are happy to get them." This gentleman alludes to the scantiness of their cotton clothes, and says that Japan, with her cheap labour may take raw products from Australia to manufacture for them and others. The principal imports in the East, as far as he could see, were flour, kerosene, beer and whisky, against which, he says, Australia could not compete. But surely, New South Wales could find a valuable market for her great staple industry, in China as well as in Japan. In the latter country her wool seems in great demand as Australia is second in order of precedence as sellers to that country. She also exports to the Japanese market considerable quantities of leather goods, which might also find a fair outlet in the Celestial Empire.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

to mention the splendid opening offered to Australia in the export of frozen food. For this and her dairy products the Commonwealth will find a valuable market in China, with Hongkong as its distributing port. In exchange, China offers the excellent matting of which the neighbouring ports on the West River produce such excellent qualities. Since the war the Philippines has been drawing large supplies of frozen meat from New South Wales and Queensland, and if the American Government does away with the present heavy tariff and export duties and lifts the embargo against the entry of Chinese then the country will boom and Australia may rely on doing considerable business with the newly acquired possessions of America. But Mr. Sutor has had the ground well broken and should find a very bright outlook in the commercial field of the Orient.

## THE THIBET MISSION.

It was stated some time ago that Russia had concluded a treaty with Tibet to exclude Great Britain from the entire Thibetan region, and Reuter now informs us that an understanding exists between Great Britain and China to hold Tibet against Russia in the event of the necessity arising. At the commencement of last month we learned that Col. J. R. L. Macdonald, formerly Commissioner at Uganda, was about to advance into Tibet with a large escort of troops owing to the dilatoriness of the Chinese and Thibetans who have kept the British Frontier Commissioners idling on the frontier for months, and subsequent information was to the effect that it had been decided to occupy the Chumbi Valley, which is the key to Tibet, and to advance to Gyangse, the second town in Tibet, and 150 miles from Lhasa. An attempt will then be made to re-open negotiations. As for the actual advance to the north it cannot be denied, that it will prove an arduous undertaking, as the watershed of the Eastern Himalayas will have to be crossed, and from the Sikkim frontier it is reported that a very large amount of transport is being collected by the British authorities. Quantities of stores and warm clothing are being despatched, and an earnest request has been forwarded to Tientsin for a supply of the Canadian fur coats that were purchased for the China expedition. Whether or not the mission will encounter much opposition remains to be seen, but the natives could not adopt a very hostile attitude as the Thibetan army is a rabble, with primitive weapons and incapable of serious fighting. Tibet is one of the few countries into which the breech-loader has not been imported, and this fact counts for a good deal when possible resistance to the British Mission has to be arranged for before a start is made from Khamba Jong.

## LOCAL AND GENERAL.

THE German mail of the 29th October was delivered in London on the 28th November.

ANOTHER dance is being given by the Masonic Quadrille Club at the Masonic Hall to-morrow evening.

THE Russian cruiser *Dmitri Donikoi* passed Copenhagen on 26th October bound for the Far East.

INVITATIONS for the engineers' ball, which takes place at the City Hall, on the 18th inst., have been issued.

M. PAUL DOUMER, formerly Governor-General of French Indo-China, is at present engaged in editing his memoirs.

THE Hon. Edith Boscawen and Lady Lilla Egerton have left England for a tour of six months in the countries of the Far East.

OFFICIAL returns of communicable diseases for the week ending November 28th give one non-fatal case of enteric fever (European).

MEMBERS of the Naval and Military Lodge, No. 848, S.C. are giving a supper and entertainment at the Masonic Hall on Saturday.

THE engagement of Mr. Zangwill, the Jewish author, to Miss Edith Ayrton, daughter of Professor Ayrton, the distinguished electrician, is mentioned in the *Teller*.

THE Rev. R. F. Cobbold, formerly chaplain of St. John's Cathedral, Hongkong, has been appointed to Beachampton Rectory, Buckinghamshire—patrons, Caius College, Cambridge.

It is officially announced that Mr. Stanley M. Leather has been appointed secretary to the Civil Service Commission. Mr. Leather is an M.A. of Cambridge, and a Fellow of Trinity College.

THE Russian Naval Department is about to acquire from the Volunteer Fleet another of the latter's largest and fastest cruisers for early despatch to the Far East. Her cargo from Odessa will probably consist of steam coal.

THE use of the bicycle in Japan has made great headway in popular favour. According to the *Tokyo Nichi*, the value of bicycles imported in 1897 was ¥180,000; in 1900, ¥250,000; during last year, ¥850,000; and during the present year, ¥1,000,000.

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THE King of Denmark has conferred on the Emperor of Korea the highest class of the most ancient Danish Order of the Elephant, and has also conferred Danish Orders on several high Korean officials.

COMMODORE Dicken, who succeeds Commodore Robinson in the post at Hongkong, will leave England, accompanied by Mrs. Dicken, by the P. and O. mail in Christmas week. He will take up the duties at Hongkong early in February next, when Commodore Robinson's term will have expired.

THE Shell Line steamer *Elex*, which went aground on a shoal off Futtsu on Nov. 21, was successfully got off by steam-launches despatched from the Yokosuka Naval Station on 22nd ult. The steamer proceeded to Yokohama harbour. A number of divers were engaged the next day examining her bottom.

ON November 2nd *The Daily Mirror* was to make its first appearance in London. This is a new penny illustrated newspaper for gentlemen and is to contain, according to numerous advertisements, articles of interest on every subject. As far as we know this is the only daily newspaper now published exclusively for women—*En*.

THE monument erected in the Castle Garden at Munster, in Westphalia, in remembrance of Baron Clemens von Ketteler, was unveiled on 25th Oct. Representatives of the German Emperor, the Foreign Office, and the Ministry of War were present at the ceremony. The late Baron, as is known, was killed at Peking by the Boxers.

THE British barkentine *Fifeshire*, which sailed from Manila on or about August 18th, bound for Canterbury, New Zealand, is reported by Lloyds as overdue at the latter port, and fear is entertained for her safety. The *Fife* left Manila in ballast with Captain Caddell, his wife and children in the cabin, and a crew of eight men.

REAR-Admiral the Hon. Albert Denison Somerville Denison, of Wootton, Isle of Wight, who served in China, 1856-7, and who died on September 2 last, aged sixty-eight years, second son of the first Baron Londesborough, has left estate of the gross value of £14,035, with net personally nil. The Admiral stated that his daughters were already provided for, and he devised Woodside and left all other his real and personal estate to his son, Ernest William Denison, absolutely.

IN reference to the termination of the great rivalry between the N.D.L. and the Rickmers line, on the run between Bangkok, Hongkong and China Ports, the *Bangkok Times* says:—Mr. Mohr, the manager of Messrs Markwald and Co., Ltd., was seen on the subject this morning (19th ult.), when he said that in his opinion the arrangement will establish a better service for Bangkok, will ensure more regular tonnage for the Bangkok-Hongkong trade. Messrs Windsor and Co. have nothing to say about the matter.

M. HARDOUIN, Secretary General of French Indo-China, arrived here this morning by the French mail from Saigon. It is stated that he is charged by his Government with a mission to Foochow and Canton and he is expected to return eventually to this latter port as Consul General for the Republic. M. Doire, the present French Consul in Canton, and two Chinese officials, Li Lum Kwai, Foreign Deputy of the Viceroy, and Captain Yung Chac Shang, of the Shamenn Guard, met him on his arrival here.

THE cruiser *Powerful* is ordered to take relief crews to China, and it is estimated that on the voyage out and back she will burn 14,000 tons of coal, remarks the *Naval and Military Record*. If she carries 1,400 men—and she is hardly expected to carry more—this works out at 10 tons of coal per head for the return voyage. This is certainly cheaper than sending the men out by freight ship, while it gives the ship and the men some beneficial exercise. The fact, however, that none of our greatest cruisers can go to China and back with a less consumption than 14,000 tons of coal shows in microcosm how enormously the naval coal bill is expanding, and the question must sooner or later be faced whether or not we cannot reduce the account. Any engineer can design machinery that will use 2 lbs. of coal per horse-power per hour. The genius, however, who can move a ship at 22 or 23 knots on a consumption of 1 lb. has not yet made his appearance.

THE recent visit of Prince Tsai Cheng to Japan lends interest to some unusual proceedings that have just taken place in Peking. It appears that a certain official accused the Prince of debauchery, and in consequence, instead of the official being promptly beheaded, as many Westerners might expect, the Prince has been reprimanded in an Imperial Rescript. The Rescript says it is extremely improper for one who is a member of the Imperial family, and also holding a high official position in the Government, to give himself up to such an irregular life, especially in these troublous days of the Empire. Such objectionable conduct is not only condemned in Prince Tsai Cheng, but in any other Prince or high official who may offend, and all are ordered to be careful of their behaviour. The telegram communicating the above to the *Asahi* adds that the conduct of the Prince at Shanghai on his way to Europe in 1901 called for public comment. Prince Tsai, who has now been reprimanded by the Emperor, is a son of Prince Ching, already worried with the cares of State in this critical period of China's history.

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## FOOTBALL.

To-morrow afternoon on the Happy Valley the "Hongkong Football Club" will play R. A. T. A. F. C. Kick-off at half-past four. The following will play for the Club—F. U. Kew, goal; W. G. Worcester and E. F. Ancott, backs; H. C. Gray, J. M. Forrester, and A. N. Orher, halves; H. A. Brent, C. R. S. Cooper, R. Hancock, J. Richardson, and J. D. Danby, forwards.

## TONGKING TOPICS.

(From Our Own Correspondent.)

Hanoi, 26th Nov. mbr.  
TROUBLE IN OFFICIAL CIRCLES.  
Considerable excitement has been created here by several articles which have appeared lately in *L'Indo-Chinoise*, a newspaper published in this city, and written by the Macao correspondent of that journal. In them a history is given of the creation of the opium and salt monopolies at Kwanchow in 1901, the subsequent ousting of the French farmers and the attempts made by leading officials of the Republic in that port and Canton to hand over the enterprise to a syndicate of rich Chinese from Macao and the Southern Capital. The names of several opulent celebrities in Canton are mentioned, coupled with those of the French officials already referred to. I learn, from a very reliable source, that M. Beau, the Governor General, who is in Saigon, wired to the head of the government in Hanoi to take immediate proceedings against your contemporary; but it appears that this functionary respectfully advised H. E. that he had made an inquiry in the matter and he was of the opinion that it was better to "let sleeping dogs lie." Up to the present no steps have been taken in the matter, and it is rumoured that several officials are likely to return on a vacation to France for the benefit of their health.

THE GOVERNOR AT KWANCHOWAN.  
I am informed that M. Beau, accompanied by the Secretary General, M. Hardouin, has left Saigon for Kwanchowan on board the cruiser *Keraint*. The latter will subsequently proceed to Canton and Foochow, where he will make arrangements for the recruiting of a considerable number of Chinese labourers, with a view to carrying out the Governor-General's excellent plan for the re-population of the sparsely inhabited agricultural districts in upper Tonking and Annam. Every effort will be made to secure the services of men expert in the cultivation of the tea-plant, M. Beau being wisely convinced that a great future exists for this branch of cultivation in French Indo-China. It is expected that M. Hardouin will give special attention to the question of navigation by French shipping on the Canton River, since, during his recent term as Consul in the Southern Capital, he always displayed a remarkable interest in commercial ventures.

THE MESSAGERIES MARITIMES AND HAIPHONG.  
Referring to a recent statement made by the *Courrier de Haiphong* to the effect that the big steamers of the Messageries Maritimes would come to Haiphong next year, the agent of that company in Tonking has written to the local press officially denying this item of news. It would appear that the company has the question under consideration, but that no decision will be come to before the French government has completed important dredging works which will allow these steamers to enter and leave that port without any risk of being detained. As the new dredger, built in Holland, has only just reached here it will be some months yet before any steps are likely to be taken in the matter.

REORGANISATION OF THE COLONIAL ARMY.  
A great deal of work has been going on of late in military circles in view of the adoption of the new organisation and the strengthening of France's army in Indo-China. The army corps, now under the orders of the general commanding-in-chief, who is at Hanoi, consists of three divisions, each of which is composed of two brigades. One of these divisions is stationed in Cochinchina and consists of one European regiment of two battalions (2,000 men), and one regiment of natives of three battalions (3,000 men). The other two divisions will garrison Annam and Tonking. Each of their brigades will consist of a European corps of three battalions (3,000 men), and two regiments of natives of four battalions (4,000 men). This gives a total in infantry of about 27,000. As soon as this organisation is in complete working order the colony will have a general officer commanding-in-chief, three generals of division, six brigadiers, and a general in command of the artillery.

THE WINTER SEASON.  
With the cold weather life is becoming more bearable, society is waking up and, thanks to the many dances, race meetings and fêtes being organised we are likely to have a lively winter. The subsidised theatrical *troupe*, which visits the colony each year has just given us a month's diversion. It will now perform for a similar period in Haiphong and then come back to us here again. The *troupe* is a good one and the orchestra excellent. Operas, comic operas and vaudevilles were staged and, in most cases, very successful entertainments were the result. These *troupes* are certainly much better than the usual run of companies you get in Hongkong. Of course, the subsidy granted by the government, i.e. about £80, allows of some good second-class talent being engaged by the director. The fares out and home of the actors and actresses are also paid for out of the colonial budget. It must be mentioned that the contract made by the French Government with the *Impresario* is a very stringent one. It designates the number of actors and musicians that must be brought out, and the style and quality of the plays staged. Besides this, during the first two months (the contract is for six) all the leading artists must, by a vote taken among the spectators, be recognised as equal to the task they have undertaken. Failing to fulfill any of these conditions the Government is at liberty to annul the contract and to withhold part of all of the subsidy.

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## TELEGRAM

"HONGKONG TELEGRAPH" SERVICE.

(From Our Own Correspondent.)

## Opium Sales.

CONTINUED RISE IN PRICES.

CALCUTTA, 2nd December.

The twelfth auction sale of opium took place to-day, when the following prices were realised:—  
2,000 chests Patna at Rs. 1,502  
2,000 " Bonares " " 1,483  
In the eleventh sale the prices realised were Rs. 1,500 and Rs. 1,485, respectively.

## SANITARY BOARD.

A meeting of this Board will be held to-morrow at 4.15 p.m.

## ORDERS OF THE DAY.

1. Reply from Government relative to the Board's recommendation concerning the market accommodation at Shaukiwan and Quarry Bay.
2. Minute by the Acting Medical Officer of Health suggesting a new bye-law to the effect that receptacles used for the reception or storage of milk shall be used exclusively for these purposes.
3. Minute by the Colonial Veterinary Surgeon reporting a case of anthrax in the Kennedy Town Cattle Depot.
4. Application for permission to erect four water closets and one urinal at the Gas Company's new premises, West Point.
5. Application for permission to erect a trough water closet upon Inland Lots 1381, 1382 and 1383.
6. Further correspondence relative to cholera at Nagasaki.
7. Correspondence relative to the larvae at No. 2 Gough Street.
8. Application for a modification of the requirements of Section 180 of Ordinance 1 of 1903, in respect of certain houses proposed to be erected on Inland Lot No. 679.
9. Application for licences and for the renewal of licences for the sale of food for man outside the Markets.
10. Application for permission to use the basement of No. 81 Wellington Street for the preparation and storage of food.
11. Application for occupation of the basement floor of Nos. 17, 19, 21 and 23 Caine Road.
12. Correspondence relative to street hawkers.
13. Reports of the analyses of the Public Water supplies for the month of November, 1903.
14. Mortality statistics for the weeks ended 5th, 12th, and 19th September, 1903.
15. Lime-washing return for the fortnight ended 24th November, 1903.
16. Rat return for the fortnight ended 30th November, 1903.

G. A. WOODCOCK,  
Secretary.

## STRAITS TRADING COMPANY.

The following is the report of the directors to the members of the Straits Trading Company, Limited, at the half-yearly meeting held at Singapore yesterday.

Your Directors now submit the accounts for the half-year ending 30th Sept., 1903, being the first half of the business year 1903/1904. After making full provision for depreciation and bad and doubtful debts the net profits amount to \$364,294.69, to which has to be added the balance, \$31,610.82 brought forward from last account, giving together a sum of \$445,905.51, for disposal on 30th Sept., 1903.

Your Directors recommend:—  
1. That a dividend of \$1 and a bonus of 25 cents per share be paid to shareholders, absorbing \$312,500.

2. That \$50,000 be added to the Reserve Fund, which will then stand at \$650,000.

3. That the balance of \$83,405.51 be carried forward to a new account.

The local price of tin declined during the half-year under review from \$97 to \$88 per picul, partly in consequence of a rising exchange (from 1/81 to 2/04) but chiefly owing to a collapse in sterling values (from £140 to £113), caused by exaggerated estimates of production. Disputes and strikes in the tinplate trade, and a backset in trade in America, have further aggravated the position, but there is now some ground for hoping that the worst has been passed.

The Company's business has been satisfactory; the increased capacity of the Penang Works ensures more rapid turnover as well as a useful reserve of working power.

T. E. FARLE, Managing Director.  
[The dividend, bonus, and addition to the reserve fund are the same as last half-year, when the balance carried forward was \$81,610.]

## SHIPPING AND MAILS.

### MAILS DUE.

Tacoma (*Tacoma*) 4th inst.  
English (*Simla*) 5th inst.  
Indian (*Kumang*) 7th inst.  
French (*Australien*) 8th inst.  
Australian (*Chingta*) 8th inst.  
German (*Krautichou*) 8th inst.  
American (*America Maru*) 8th inst.  
Canadian (*Tartar*) 9th inst.  
Tacoma (*Victoria*) 13th inst.  
American (*Korea*) 15th inst.  
American (*Gallea*) 23rd inst.

The N. P. S. Co.'s s.s. *Tacoma* arrived at Yokohama on 30th ult.

The Boston S. S. Co.'s s.s. *Tremont* arrived at Manila on the afternoon 30th ult.

The T. K. K. s.s. *Rosella Maru* left Manila yesterday, and is expected here to-morrow afternoon.

The I. C. S. N. Co.'s s.s. *Kumang* from Calcutta and the Straits left Singapore for this port on 1st inst. p.m.

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## TELEGRAMS.

(Reuter's.)

## The Russian Navy.

LONDON, 30th November.

The *Daily Telegraph* states that Russia is negotiating for the purchase of the two Battleships built in England for Chili. It is suggested that Russia wishes to prevent Japan from acquiring these vessels and, moreover, that Russia herself is about to spend large sums in new ships.

[From home papers received by the mail to-day, we learn that the report was still going round that the Japanese Government had bought the two ironclads now building for the Chilean Government, as well as the Chilean cruiser *Chacabuco*. No confirmation of these statements from responsible sources could, however, be obtained.—Ed., H.K.T.]

LATER.

## The British Expedition to Tibet.

It appears that there is an understanding between Great Britain and China to hold Tibet against Russia in the event of the necessity arising.

Reuter's Agency learns that the Tibet expedition will advance to Gyantse, the second town in Tibet on the road to Lhasa, and then attempt to re-open negotiations. Neither the permanent occupation of Gyantse nor the advance to Lhasa is at present intended and the date of advance is not fixed.

(Japan-se Exchange.)

## Opening Yong An Port.

Seoul, 22nd November.

The Koreans report that Mr. Hayashi sent an official note to the Korean Government yesterday and pointed out to them that the failure to open Ryong-an on account of the Russian opposition was equivalent to the loss of the Empire. If the Government were wise they would open Ryong-an at once.—*Mainichi*.

Seoul, 23rd November.

The note sent in by Mr. Hayashi now proves to have been of an unofficial nature. The note was couched in such very strong terms that the Foreign Minister returned it to Mr. Hayashi with a request that he would not interfere with the domestic administration of Korea. All the same, it is believed that the note has opened the eyes of the Korean officials to the peril they are running, and they are likely to take up a strong attitude vis-a-vis Russia.—*Mainichi*.

## Tartar General Ordered to Leave Moulken.

Chifu, 22nd November.

Detachments of the 9th, 13th, 31st, 35th, 36th and 44th Divisions of the Russian army are constantly being sent to the Far East, and nearly 2,000 of them have already arrived at Port Arthur. It is believed that about 100 men were picked from each Regiment of the foregoing Divisions and that these men will form a composite column or Regiment.—*Asahi*.

Peking, 23rd November.

It is reported from Moulken that the Russian Commander there has declared that the Tartar General and his office must remove outside of the city. The Chinese troops in the city are also to be withdrawn. The Commander has further declared that Shiyatshien and Kujinshien are important stations for the recruiting of mounted bandits and that these places will be governed by Russia in future.—*Jiji*.

## Russian Activity on the Yalu.

Seoul, 21st November.

The resolutions adopted by the recent conference of the foreign Consuls in Chemulpo as to the control of the bluejackets' ashore, in view of the affair the other day between the tars of the Russian warship *Bobr* and Japanese residents, have been referred to the corps diplomatique in Seoul, but the letter failed to corroborate them. In this connection, those Japanese, who have been charged with encroaching on foreign houses, however, will be legally punished.

Efforts taken by acting Consul Shinjo in order to have those Japanese timber rafters recently seized by the Russians, returned to the original owners, have turned out a failure.

The U.S. Minister to Korea and Mrs. H. Allen, who have been enjoying a vacation, arrived at Chemulpo yesterday by the U.S.S. *Albatross* and entered the capital to-day.—*Kotomun*.

Seoul, November 21.—The Governor of Wiju wires to the Foreign Department that nine Russians and ten Chinese arrived at Kindo Island and drove away the residents from five cottages, declaring that the buildings were required by them for the transportation of timber. Attempts on the part of the Governor to stop the audacious behaviour of the Russians have proved futile and he has therefore applied to the Government to open negotiations with the Russian Minister in order to stop the Russians from such illegal action.—*Asahi*.

## THE CARRYING TRADE OF HONGKONG.

The State Board of Prison Directors in San Francisco are giving an impetus to the trade of Hongkong, for we learn that a contract for supplying the State penitentiaries with 10,000 bales of jute was awarded on the following basis:—Two thousand five hundred bales of jute at \$11.87 (gold) per bale, to be shipped per steamer from Calcutta, India, via Hongkong, for San Francisco, during the month of November; 7,500 bales at \$11.62 per bale, to be shipped on sailing steamer from Calcutta direct for San Francisco. The Board accepted the bid for the 2,500 bales via the Hongkong steamers because the present supply of jute at the prisons will only last until April, and it was feared a sailing ship would be unable to make San Francisco direct from Calcutta by that time.

The jute to be furnished by the American Trading Company will cost \$2.95 per 100 pounds for the consignment by steamer and \$2.90 per 100 pounds for the 7,500 bales by a sailing vessel.

## REFORM IN CHINA'S CURRENCY.

## GREATEST BENEFIT FOR TRADE.

IMPORTANT SPEECH BY PROFESSOR JENKS.

Professor Jeremiah W. Jenks, who is on his way to Peking to attend the Monetary Conference which is to be held there shortly, calls at Manila en route in order to confer with the Insular Government on the currency problem. Professor Jenks has been in Tokio during the past few days interviewing some of the most prominent men in the financial world, Baron Shibusawa, Mr. Soyeda, Mr. Matsuo, Mr. Soma, Mr. Hayakawa, and Messrs. Sakatani, Mizumachi, Kamino and Tsukada of the Department of Finance. On the 19th ult., he was entertained by the Japanese Commission. To Mr. Matsuo (the new President of the Bank of Japan) fell the pleasant duty of proposing the guest's health.

Mr. Matsuo, in rising to give expression to the high respect and cordial sentiments with which the whole assembly welcomed their distinguished guest, Prof. Jenks, said he thought it was admitted on all hands that the United States had stood in an especially close relation to the Far East in the last half of a century. He continued (as reported by the *Japan Mail*):—We shall long remember with gratitude the kind endeavours which the great Republic beyond the Pacific has made for introducing Occidental civilization to this part of the world. Indeed, Japan is indebted in a large measure to the United States for the progress which she has been able to achieve in recent years, and we feel that there is a more than common bond between the two countries. The present efforts of the United States with a view to the reform of the monetary system in China are doubtless in accordance with her traditional relation to the Far East. As the project is now under our consideration, I cannot express any definite opinion upon it this evening. But if the proposed measure be attended by due success, it will not only bring a benefit to China herself, but also promote the general interest of the commerce of the world. Thus the reason why we welcome Prof. Jenks is in the first place because the Professor, representing the country to which we stand in an especially close relation, is on a mission for the reform in China which we all desire to see accomplished. It is not on this account only, however, that we accord our welcome to Prof. Jenks. We wish to show our hearty appreciation of the estimable personality of the Professor.

Prof. Jenks said in reply that he did not deserve the kind words just spoken of him; that the progress of Japan stood to her credit, not to that of outsiders, and that in his efforts for the reform of the monetary system of China he counted much on the experience of Japan and her influence with China.

On Friday last, the U.S. Commissioner on International Exchange delivered an address on Monetary Conditions in the Orient, at the regular meeting of the Japan Economic Association convened at the Bankers' Club.

After some introductory remarks, Professor Jenks (the *Japan Times* reports) said that the business men of the United States, on account of their business connections, had been long interested in monetary conditions in the East. The American Government, however, first became interested when it took charge of the Philippine Islands. At first the ratio between the American money and the Mexican dollar in common circulation there was 1 to 2; but with the fall in the price of silver, fluctuations in the rate of exchange began which have continued ever since. With two currencies in circulation at the same time, with continually changing values, there began in the Philippines those awkward troubles which were so familiar to all people who had had dealings with the silver standard countries. In consequence of these troubles, the United States Government determined to reform the monetary system of the islands. Experts were sent to the Philippines and to neighbouring countries to study the question, and the plan was formed which has since been adopted by Congress, and was now being put into effect. In was in brief a gold currency in which gold coins of the United States are legal tender and a silver currency maintained at par with gold. Practically the only difference between the monetary system of the Philippines, when the reform shall have been completed, and that of Japan, was that in the Philippines the silver unit would be legal tender for unlimited amounts.

Constant fluctuation of exchange between gold and silver was as injurious to silver standard countries as to those using gold. This fact, continued the Professor, was well exemplified in the case of Mexico. China being likewise subjected to heavy loss on account of her obligation to pay her indemnity in gold, was approached by Mexico with a suggestion as to the possible establishment of a fixed ratio between silver and gold. The speaker continued:—

Last winter, Mexico and China requested the Government of the United States to take such measures as might seem to it best to aid them in changing their monetary systems. Inasmuch as it was felt that a change in the systems of those countries in the direction indicated, especially of the great Empire of China, would be of very great benefit to the trade, not merely of the United States, but of the entire civilized world, the Government of the United States was glad to render all assistance possible.

A commission appointed by President Roosevelt under an Act of Congress visited Europe to see how far action could be harmonious. Both England and France are actively working now to give to their dependencies immediately this form of the gold standard and all the leading countries of Europe have expressed their sympathy with the effort to give China a similar system. It is for the purpose of aiding China in that regard that the commission is now taking up the work for China, and at the present time is consulting with the representatives of the Japanese Government in order to

secure the advice and co-operation of Japan which is so essential for the success of the work. In brief, the plan proposed by the United States is to secure as soon as possible for the people of China and those other Oriental countries now on a silver basis, a currency composed of silver and copper in circulation, which, however, shall be maintained at a fixed value with gold.

A gold currency in circulation would not be suitable to the customs of the people of any of those countries. Owing to the poverty of the people, to the very low rates of wages, and to the very low cost of living, a coin as small in value as one-tenth of a sen is needed for constant circulation, and, where a small family may be supported for a month on, say, two yen, surely valuable gold coins would be out of place. Moreover, the people are accustomed to silver, and would naturally prefer it. It is essential, however, especially for international trade, that these coins be kept on a par with gold, but it is both far cheaper for the country and it is easier under present circumstances for China to adopt a system which does not require gold for circulation.

The greatest benefit which can be secured for the trade of the East is that the plan in China succeed. A nation with 400,000,000 people, with immense undeveloped resources, with a growing trade, and so situated that it is practically essential, in order to meet its international obligations, that its trade be increased, that foreign capital be invested in the country, and that its revenues be expanded, needs, above all other business conditions, a uniform national currency stable in value.

The difficulties in the way cannot, however, be overlooked. The central government of China has not been accustomed to exert much control over the provincial governments, and those governments have already, in many cases, established independent monetary systems and have issued independent paper money. This, of course, stands in the way of a national currency under central control. The country is seriously burdened with debt, so that it would be difficult for her to bear the expense which will be required for changing the present system to a better one, although, of course, the greatly added benefits of the new system will repay richly the initial cost as soon as the system is established.

The Government of China is recognising strongly the necessity and advantage of making some change. In her commercial treaties with the United States and England she has undertaken to establish a national monetary system, and presumably in her new treaty with Japan similar clauses will be found. Besides that, the Chinese Government has already announced its intention of making such a change, and her officials have been instructed to provide practical plans. The foreign advisers of the government, like Sir Robert Hart, the foreign chambers of commerce in Shanghai and Tientsin, the leading business men, both foreigners and Chinese, are endeavouring to formulate plans to assist the country in this regard.

It is of prime importance that the new system should be started on the right plan, although it may well be several years before the plan can be carried through to complete success. While, however, the plan is forming, Japan, which has had lately so successful an experience in changing her own monetary system and in adopting a gold standard, can render very great assistance. In a movement which, when it is completed, will mean for the entire Orient sound monetary systems, and which, in consequence, will certainly improve very greatly the conditions of business throughout the East the students of monetary questions and all business men must be interested and to such a movement all will doubtless be ready to render assistance.—*Kobe Herald*.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## PARSEE CHARITY IN HONGKONG.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—You have done a signal service to a very deserving member of the Holy Orders, I mean the Bishop of the Parsee Community of Hongkong, by publishing a paragraph under the above heading in your issue of 26th ultimo, which has just come to my notice. It will be no wonder if this short paragraph under notice succeeds in giving rise to a formal proposition to be brought forward at the next annual general meeting three months hence for at least a decent increase in the present pay of the Bishop which, strange to say, is only \$55 per month to keep body and soul together not of the Bishop himself but of a large family dependent upon him in his native country. It must be mentioned to the credit of the Parsee Community that their Bishop is provided free quarters in the Parsee Club house.—Yours, etc.

## APPRECIATION.

Hongkong, 1st December, 1903.

## WHAT OF THE NAVY?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—Important indeed as is the full discussion of fiscal problems brought forward by Mr. Chamberlain, there is some danger that other questions of possibly equal importance and even greater urgency may be lost sight of.

The report of the War Commission is eminently a case in point, and it is certain that its conclusions would be more widely read and discussed were it not that public attention is so taken up with the fiscal question.

With the report of the War Commission as a whole we do not desire to deal, it treats mainly of subjects which lie outside the province of the Navy League. From a purely naval point of view, however, the evidence given by Sir Henry Brackenbury as to the supply of ammunition in November, 1899, reveals a situation so fraught with deadly peril to the country that it seems to be the duty of every intelligent citizen to do his utmost to prevent the possible recurrence of a similar condition of affairs.

In November and December 1899 in spite of "Occurrences" each more "Regrettable" than the last, the ordinary man, confident in his belief that we possessed a fleet which could sweep the seas of possible enemies, felt that the various items of bad news were merely episodes in a struggle which could have but one termination. How far was this confidence justified? Let Sir Henry Brackenbury, Director General of Ordnance, reply:—

"We were driven to great straits at one time because we had actually got reduced in this country to two or three boxes of mark II ammunition, so that if we had had to go to war with a European power, we should have had to fight them with expanding bullets." War Commission's report, Paragraph 160, Page 87.

"The mark IV ammunition, our expanding ammunition, had proved unfit to be used in war." Paragraph 160, Page 87.

"Naval orders for ammunition had to be held in abeyance from the beginning of October (1899). We borrowed ammunition from the Navy. . . . I had to take guns from the armament at Plymouth to meet Sir Redvers Buller's demand for longer range guns." Paragraph 161, Page 87.

"A great deal of the machinery in the Ordnance factories urgently needed replacement by labour-saving machines, and we had no real reserve of power of output in the country; and it caused me the deepest anxiety as to what would take place in the event of a war in which Navy and Army were engaged, we had, in order to keep up supplies, to borrow ammunition from the Navy, what would happen if the Army and Navy were both to be engaged? It would be impossible to meet the demands for ammunition under the conditions then existing." Paragraph 161, Page 88.

Finally, the Secretary of State for War cabled to Sir Redvers Buller on the 20th November, 1899, as follows:—

"There is only eight weeks' supply of mark II, 303 ball ammunition in the country, and all gun ammunition will be exhausted before eight weeks." Paragraph 161, Page 87.

Thus on the testimony of the Director General of Ordnance and of the Secretary of State for War the condition of things in the late autumn of 1899 was such that:—

Ammunition was borrowed from the Navy. Naval orders for ammunition had to be held in abeyance, and

Those most competent to judge felt the utmost anxiety as to what would take place in the event of a war in which both Navy and Army were engaged.

The Executive Committee of the Navy League feel that it is their duty to place clearly before the Public this admitted fact that in the autumn of 1899 that fleet "on which under the good Providence of God the wealth, safety and strength of the Kingdom chiefly depend" was unfit for active operations of any duration owing to lack of ammunition, and therefore liable to become the prey of the better equipped squadrons of our European rivals.

The evidence given before the War Commission has shown the condition of unreadiness for war into which our Army had been allowed to drift. Have we any certainty that things are on a better footing in the Navy and that "political considerations," the bane of efficiency, may not be working the same mischief with the Fleet as with the Army?

The conditions of the South African war allowed of our gradually retrieving our initial mistakes, although at terrible cost, but no such respite could be hoped for were the fleet caught unprepared for a naval war.

It is too much to ask that a question so vital should be investigated by a Royal Commission with full power to obtain evidence (not necessarily for publication) as to readiness of the Fleet to-day for the duties it may at any moment be called on to undertake?

I am, Sir, Your obedient servant, H. SEYMOUR TROWER, Chairman Executive Committee. WM. CAIUS CRUTCHLEY, Secretary.

## RUSSIAN WARSHIP SINKS A JUNK.

At 6 o'clock in the morning on the 21st inst. the Russian warships *Cassiopeia* and *Bayan*, which had been coaling and taking in stores during the last two days, heaved anchor and left the Roads for Port Arthur. When just outside the Harbour the *Bayan* ran into a Chinese tongkang laden with granite from Pulo Obin, and the powerful ram of the cruiser cut the tongkang in two, the heavily laden boat going down like a stone and taking three of the crew with it, while the fourth man, the only survivor, was picked up by a boat from the cruiser. The *Bayan* returned to the Roads and later an officer from the cruiser brought the rescued Chinaman to Johnston's Pier and handed him over to the European police constable on duty at Johnston's Pier. The tongkang was under sail at the time of the collision and the survivor declares that they were in no way in fault. The Captain of the cruiser has reported the matter at his Consulate and no doubt steps will be taken to compensate those interested for their loss. The cruiser left again at 9 o'clock.

The Police inform us that the commander of the cruiser *Bayan* gave the Chinaman who was picked up, £3.10, but this scarcely goes far to make up for the loss of life and the value of the tongkang.—S. F. Press.

## COMMERCIAL.

## RICE.

Writing from Saigon under date 20th ulto, Messrs. Wm. G. Hale & Co. state:—Quite a lively demand has, during the past fortnight, prevailed for France, thus causing the sale of almost all the remaining stocks of old grain. What may be left cannot amount to much.

Our new crop continues to prove a promising one. Overtures have already been made by Europe buyers for new rice; but prices named by Saigon millers are far too high yet to allow business.

## THE FREIGHT MARKET.

Writing from Shanghai, under date 26th ulto, Messrs. Wheelock &amp; Co. state:—

We are pleased to be able to record a decided improvement in our homeward freight market since last writing, as far as regards the quantity of cargo offering for London and the continent; the last couple of boats on the berth have literally had to turn away cargo and the next boats to sea are already fully engaged, however, the tea-season is drawing to a close and we do not expect this very satisfactory state of affairs to last very long.

The London conference lines have just issued a new freight tariff and we would draw the attention of shippers to a few slight changes in the rates, viz., the rates for silk piece goods and for pongets made from wild silk have been put on a sterling basis of 80/- a ton for the former and 70/- for the latter whilst valuable furs and skins will be charged 1 1/2 % *ad valorem* or 45/- per ton of 40 cubic feet at ship's option; furthermore increased facilities are being given to shippers in the way of transhipment cargo to near Eastern Ports.

Constantly—all we can say is that coast rates are still at their lowest ebb with no chance of improvement until after the winter and a great many of the "Outsiders" are seriously thinking of laying up, in fact several have already done so.

## SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 21st November.

During the week there has been a fair business done and the tendency has been upwards especially so for time bargains, which constitute the bulk of our present work. Cash transactions have followed the movement in tone and we close strong for most stocks. Exchange on London for sight is quoted to-day 25 1/15. Consols as wired from home are 288 1/2. The 3 days' sight from Hongkong has dropped to 72 1/2.

Wharves.—Shanghai and Hongkew Wharf shares have been sold at Tls. 215. There is no change in Kowloon, and there are still buyers at \$86.

Shipping.—In Indo-China a strong demand carried the rate up to Tls. 53 and Tls. 53 1/2 for cash. Subsequently Tls. 52 1/2 was done and at this price the market is full of buyers. For forward bargains a sea-saw fight between bulls and bears resulted in an improvement in rates, and shares for December were placed at Tls. 52, Tls. 54 1/2, Tls. 55 1/2, Tls. 55 and Tls. 53. At the close there are strong buyers.

For March contracts have been made at Tls. 54 1/2, Tls. 55 1/2, and to-day a speculative sale by bears has been quoted at Tls. 52, but a later sale has been made at Tls. 53 1/2. The market has been erratic and difficult to follow. Tug and Lighters have changed hands at Tls. 52 1/2 and are wanted. Shells are wanted at quotation, Macao keep down at \$31.

Docks.—Farnham Boys have been in demand and cash business has been done at Tls. 122 and Tls. 125. For the settlement Tls. 120, 125 is recorded. December sales have been booked at Tls. 124 1/2, Tls. 123 1/2, Tls. 124 and Tls. 125. For March transactions are published at Tls. 124 1/2, Tls. 125, Tls. 126, 127, 127 1/2, Hongkongs are \$202 1/2 in the South with buyers.

Land.—Shanghai has changed hands at Tls. 100 1/2 and Tls. 103. Hongkongs are easier and are quoted \$151, sellers. There are buyers of Humphreys at \$103.

Cottons.—Sales of Laou-Kung-Mows have been effected at Tls. 35. Internationals are wanted. Ewos are offering.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ..... 18 1/2  
" Bank Bills, on demand ..... 18 1/2  
" Credits, 4 months' sight ..... 19 3/16  
" Debits, 4 months' sight ..... 19 5/16  
ON BERLIN, (demand) ..... 11.77 1/2  
ON PARIS, Bank Bills, on demand ..... 2.18  
" Credits, 4 months' sight ..... 2.21 1/2  
ON NEW YORK, Bank Bills, on demand ..... 2.41 1/2  
" Credits, 30 days' sight ..... 42 1/2  
ON BOMBAY, Telegraphic Transfer ..... 128 1/2  
" On demand ..... 129  
ON SHANGHAI, Telegraphic Transfer ..... 71 1/2  
" Private 30 days' sight ..... nom.  
ON YOKOHAMA, T.T. ..... 84 1/2  
Sovereigns, Bank's Buying Rate ..... \$62  
Gold Leaf 100 touch, per tole ..... 60.20  
Bar Silver ..... 26 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
MALWA NEW ..... 900/950  
" LAST YEAR ..... 970/1,000  
" OLDEST ..... 1,080/1,120  
PATNA NEW ..... 1,145  
BENARES NEW ..... 1,145  
PERSIAN (PAPER) ..... 800/850

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY, the 4th December, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street,

A QUANTITY OF MISCELLANEOUS ARTICLES,

Comprising:—

FELT HATS, AMERICAN BOOTS and SHOES, SINGLETS, OVERCOATS, MUSICAL INSTRUMENTS, MICROSCOPE, TELESCOPE, &c., &c.

Also

An Assortment of GOLD and SILVER WATCHES, DIAMOND RINGS, GOLD BROOCHES, EARRINGS, BANGLES, &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd December, 1903. [1446]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW: THE Company's Steamship.

"HAITAN," Captain Roach, will be despatched for the above Ports, on FRIDAY, the 4th instant, at Daylight.

For Freight or Passage apply to DOUGLAS, LAPRAIK & CO., General Managers, Hongkong, 2nd December, 1903. [1446]

## To-day's Advertisements.

CHATRE'S NEW INDIAN CIRCUS. Patronised by H. M. the Empress Dowager and other Royalty of China.

## CHANGE OF PROGRAMME.

TO-NIGHT (WEDNESDAY), 2nd December, 1903. HARRY CENTO the Favourite Clown.

In a CIRCUS TENT NEAR CENTRAL MARKET. MENAGERIE of highly-trained animals including LIONS, TIGERS, ELEPHANTS, &c., &c. MARVELLOUS GYMNASTIC EXERCISES.

WONDERFUL ACTS IN BAREBACK RIDING.

RUSSIAN SINGING AND DANCING.

AFTERNOON PERFORMANCE, THURSDAY AND SATURDAY, 3.00 P.M.

SCHOOL CHILDREN HALF-PRICE.

Particulars from the Expresses, Tickets can be obtained from H. RUTTONJEE, 5, D'Aguiar Street, Hongkong, and 37 & 38, Elgin Road, Kowloon.

VASU ANNA, Manager. Hongkong, 2nd December, 1903. [1416]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED Agents.

Hongkong, 2nd December, 1903. [1442]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON," Captain W. T. Bain, will be despatched for the above TO-MORROW, the 3rd instant, at 4 P.M., to be followed by the steamship

"HIMIRA," Capt. Lockhart, on or about MONDAY, the 21st December.

For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 2nd December, 1903. [1284]

S.S. "SALAZIE."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Douro*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, the 2nd instant, requesting it to be landed there.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 9th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th instant, or they will not be recognised. All damaged packages will be examined on WEDNESDAY, the 9th instant, at 3 P.M.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

KING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
LASGOW and LIVERPOOL	"DARDANUS"	On 4th December.
LASGOW and LIVERPOOL	"VANGTSE"	On 12th December.
LASGOW and LIVERPOOL	"TYDEUS"	On 20th December.
LASGOW and LIVERPOOL	"NESTOR"	On 1st January.
LASGOW and LIVERPOOL	"KEEMUN"	On 8th January.
S.S. "DARDANUS" left Singapore on the 30th ult., and is expected to arrive here on the instant.		

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
ARSEILLES, L'DON & A'WERP.	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 20th December.
ARSEILLES, L'DON & A'WERP.	"PROMETHEUS"	On 22nd December.
ARSEILLES, L'DON & A'WERP.	"DARDANUS"	On 5th January.
ARSEILLES, L'DON & A'WERP.	"YANGTSE"	On 12th January.
LIVERPOOL	"DIOMED"	On 22nd January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	On 1st January.

S.S. "ALCHAS" left Victoria, B.C., on the 25th ult., for this via Japan ports.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 2nd December, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"KAIFONG"	3rd December.
PORE, SAMARANG and SOURABAYA.	"SHANTUNG"	4th "
LOILO and CEBU	"NANOHANG"	5th "
KOBE	"CHINGTU"	10th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st December, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	A. H. Notley	LOILO and CEBU	FRIDAY, 4th Dec., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 5th Dec., at 10 A.M.
RUBI	2540	R. W. Almond		SATURDAY, 12th Dec., at 10 A.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th November, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA  
MANILA LINE.REGULAR SERVICE  
BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	SATURDAY, 5th December, at 11 A.M.
ROHILLA MARU	Ensat Bent	3,869	FRIDAY, 11th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 1st December, 1903.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903.

## "GLEN" LINE OF STEAMSHIPS.

## FOR LONDON AND ANTWERP.

## THE Steamship

## "GLENSHIEL."

Captain J. McGillivray, will be despatched as above TO-MORROW, the 3rd December.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 13th November, 1903.

## FOR KOBE AND YOKOHAMA.

## THE H.A.L. Steamship

## "AMBRIA."

Captain Duckstein, will be despatched for the above Ports, on SUNDAY, the 6th proximo, at Daylight.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th November, 1903.

## FOR CHEMULPO, DALNY AND PORT ARTHUR.

## THE Steamship

## "PRONTO."

Captain Grandt, will be despatched for the above Ports on TUESDAY, the 8th proximo, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th November, 1903.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

## "EASTERN."

Captain W. Ellis, will be despatched for the above Ports, on WEDNESDAY, the 16th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1903.

## "GLEN" LINE OF STEAMSHIPS.

## FOR NEW YORK.

## THE Steamship

## "GLENROY."

Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December, 1903.

For Freight, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th November, 1903.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at all PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

1903. About

"ORONO" 8th Dec.

"LOWTHER CASTLE" 15th Dec.

"SIKH" 24th Dec.

"SAGAMI" 31st Jan.

"LENNIX" 15th Jan.

"AFRIDI" 27th Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 17th November, 1903.

## STEAM TO CANTON.

## THE Splendid New Steel Twin Screw Steamer

## "KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$9.

2nd Class, \$4; 3rd Class, \$3.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$3; Return Ticket, \$5.

Return Ticket including Tip and Dinner either on Board or at Macao Hotel, \$5—On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 34 hours to reach Macao.

SMITH & CO., 2nd Floor, No. 1, Victoria Street.

Hongkong, 7th September, 1903.

## Shipping—Steamer.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

## THE Company's Steamship

## "HAILONG."

Captain Evans, will be despatched for the above Port, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, 2nd December, 1903.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

## THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory.

On the 2nd at 11.30 a.m. The barometer has fallen E. Japan owing to the depression, which has reached that area after crossing the Sea of Japan.

Pressure has increased over W. Japan and N. China, decreased over the S. coast of China and the Philippines. The anticyclone still covers China, and pressure is relatively low over the S. Philippines and adjacent waters.

Gradients continue rather steep with very strong monsoon in the Formosa Channel and China Sea.

Forecast:—N.E. winds; fine.

Barometer 30.30 30.18

Temperature 63 66

Humidity 35 33

Rainfall —

## CHINA COAST METEOROLOGICAL REGISTER.

December 2nd, 1903, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostok, 7 a.m. — — — —

Nemuro, 6 a.m. 29.80 — — — —

Hakodate, 29.77 — — — —

Tokio, 29.94 — — — —

Kobe, 30.11 — — — —

Nagasaki, 30.27 — — — —

Kagoshima, 30.27 — — — —

Oshima, 30.24 — — — —

Naha, 30.25 — — — —

Ishigaki, 30.21 — — — —

Taihou, 5 a.m. 30.26 — — — —

Taihu, 30.12 — — — —

Tainan, 30.15 — — — —

Koshu, 30.13 — — — —

Pescadore, 30.15 — — — —

Weihow, 9 a.m. 30.38 33 — —

Gutlat, 30.45 43 — —

Sharp Peak, 30.35 53 73 — —

Amoy, 6.30 a.m. 30.33 55 68 — —

Swatow, 9 a.m. — — — —

Canton, 10 a.m. 30.27 62 55 — —

Hongkong, 10 a.m. 30.27 62 55 — —

Victoria Peak, 30.27 — — — —

Gap Rock, 30.27 — — — —

Macao, 30.24 62 — —

Haiphong, 30.24 — — — —

Manila, 29.88 82 70 — —

Bacolod, 9 a.m. 29.85 82 — —

Iloilo, 29.82 82 — —

Cebu, 29.82 84 — —

C. St. James, 10 a.m. — — — —

## HONGKONG AVERAGE MARKET PRICES.

Corrected 26th November, 200 cts. per 5 lbs.

## BUTCHER MEAT.

Beef steaks and prime cut—Mei Lung Pa B

"Corned—Ham Ngau Yuk

"Roast—Shit

"Breast—Ngau Lam

"Soup, Tong Yuk

"Steak—Ngau Yuk Pa

"Sausage—Ngau Yuk

"Bullock's Brains—Kau

"Tongue fresh—Ngau Yuk

"Head—Ngau Yuk

"Heart—Ngau Yuk

"Hump, Salt—Ngau Yuk

"Feet—Ngau Yuk

"Kidneys—Ngau Yuk

"Tail—Ngau Yuk

"Liver—Ngau Yuk

"Tripe (undressed)—Ngau Yuk

"Calves' Head and Feet—Ngau Yuk

"Mutton Chop—Yeung Pak Kw

"Leg—Yeung Pak Kw

"Shoulder—Yeung Pak Kw

"Pigs' Chins—Chi Cheong

"Brains—Chi Cheong

"Feet—Chi Cheong

"Fry—Chi Cheong

"Head—Chi Cheong

"Heart—Chi Cheong

"Kidneys—Chi Cheong

"Liver—Chi Cheong

"Pork Chop—Chi Cheong

"Corned—Ham Ngau Yuk

"Leg—Chi Cheong

"Fat or Lard—Chi Cheong

"Sheep's Head and Feet—Yeung Pak Kw

"Keok

"Heart—Yeung Pak Kw

"Kidneys—Yeung Pak Kw

"Liver—Yeung Pak Kw

"Sucking Pigs, To Order—Chi Cheong

"Salt Beef—Sang Ngau Yuk

"Mutton—Sang Ngau Yuk

"Veal—Ngau Yuk

"Sausages—Ngau Yuk

"Chicken—Chi Cheong



## THE SHARE MARKET

## THE STIRKE MARKET

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.		TO-DAY'S QUOTATIONS.	
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- @ 1/8 = \$18 for half- year ending 30.6.1903 .....		\$660	
National Bank of China, Ltd.....	\$ 8	3 1/4 = \$1 06 1/2 for 1902 .....		\$29 b.	
Do. Founders.....	\$ 1	None .....		\$10.	
<b>MARINE INSURANCES.</b>					
Union In. Society of C'ton, Ltd. ....	\$ 100	3 1/2 per cent = \$32 per share for 1902 ...		\$490	
China Traders' In. Co., Ltd. ....	\$ 25	16 1/2 = \$1 for year ended 30.4.1902.....		\$60 b.	
China Th. In. Co., Ltd. ....	\$ 25	Final of £1 making £2 for 1902 .....		Tls. 220	
Merchants In. Association, Ltd.	\$ 60	20 % = \$12 for 1901 .....		\$135	
Union In. Office, Ltd. ....	\$ 50	30 % = \$15 per share for 1902 .....		\$175 sa.	
<b>FIRE INSURANCES.</b>					
Hongkong Fire In. Co., Ltd. ....	\$ 50	32 1/2 per share for 1901 .....		\$315	
China Fire In. Co., Ltd. ....	\$ 20	36 per share for 1901 .....		\$90.	
<b>SHIPPING.</b>					
Hongkong, Canton, & Macao Steamboat Co., Ltd. ....	\$ 15	\$14 for half-year ending 30.6.1903 ...		\$31 b.	
China S. N. Co., Ltd. ....	\$ 10	5 % = 10/- per share for 1902.....		\$76 sa.	
China & Manila S.S. Co., Ltd. ....	\$ 50	10 % = \$5 per share for 1902.....		\$18 sa.	
Nippon Yusen Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903....		\$30 sa.	
Harbin Ferry Co., Ltd. ....	\$ 10	\$1.20 } = 12 % for year ending .....		\$28 sa.	
Do. ....	\$ 5	60 cts. } 30.4.03 .....		\$18 sa.	
China Transport & Trading Co., Ltd. ....	\$ 1	3rd Interim of 6d. for 1902 .....		Tls. 2 1/2 b.	
China Navigation & Lighter Co., Ltd.	\$ 50	Interim of 2 % for 1903 .....		Tls. 30 b.	
China Navigation & Lighter Co., limited. ....	Tls. 50	Interim of 4 % = Tls. 2.00 .....		Tls. 52 1/2 sa.	
Do. Preference .....	Tls. 50	Interim of 3 1/2 % = Tls. 1.75 .....		Tls. 50	
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd. ....	\$ 100	Div. of £1.10/- @ 1/8 = \$18 for half- year ending 30.6.1903 .....		\$660	

Sugar Cultivation Co., Ltd.	£100	25 per share for 1897	£10
.....	Tls. 50	Fin. of 7 % for year ending 30.9.02	Tls. 60
MINING.			
.....	£ 11	None	£11 s.
.....	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902	\$600 s.
.....	£0,18.10	No. 12 of 1/- per share 28.1.01	\$8 s.

		No. 2 of 1/- per share 26.10.03 .....	Tls. 6 s.
<b>DOCKS, WHARVES AND GODOWNS.</b>			
Kong & Whampon Dock			
Ld.....	\$ 50	12 ½ = \$ 6 for ¼ year 30.6.03.....	\$207
Farnham, Boyd & Co.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03 .....	Tls. 127 sa.
Kong & Kowloon Wharf			
Godown Co., Ld.....	\$ 50	Interim of \$2½ for 1903.....	\$89 b.
Amoy Dock Co., Ld.....	\$ 6½	5½ for 1902 .....	\$38 s.
Xhai & Hongwek Wharf			
Godown Co., Ld. ....	Tls. 100	Interim of Tls. 5 for 1903 .....	Tls. 212½ sa.
<b>LANDS, HOTELS AND BUILDINGS.</b>			

Anglo Siam Co., Ltd.	\$	10	8 $\frac{1}{2}$ = 80 cents per share for 1902 .....	\$9 b.
Kong Land Investment & Agency Co., Ltd.	\$	100	Interim of \$6 for 1903 .....	\$151
Land & Building Co., Ltd.	\$	50	\$2.30 per share for 1902 .....	\$35
Point Building Co., Ltd.	\$	50	Interim of \$1 $\frac{1}{2}$ for 1903 .....	\$52 $\frac{1}{2}$ a.
Kong Hotel Co., Ltd.	\$	50	\$6 for first 1-year 1903 .....	\$140 sa.
Hotel Hotel Co., Ltd. (Canton)	\$	25	2 $\frac{1}{2}$ % for year ending 30.6.03 .....	\$28 sa.
of the Colonies Co., Ltd. (Canton)	Tls.	25	6 % for year ending 31.3.03 .....	Tls. 14
Shreys Estate & Finance Ltd.	\$	10	9 per cent for 1902 .....	\$11 sa.
Land Investment Co., Ltd.	\$	50	Interim of 6 % for 1903 .....	Tls. 103 a.
COTTON MILLS.				
Kong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$	10	{ Final of 60 cents, making \$1 for 1902/1903 .....	\$15 b.
Canton Cotton Spinning & Weaving Co., Ltd.	Tls.	50	3 % for period ending 31.10.97 .....	Tls. 35 sa.
National Cotton Manufacturing Co., Ltd.	Tls.	75	Interim of 3 % on account of 1898 .....	Tls. 25 sa.
Kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls.	100	Interim div. of 4 % on acct. of 1898 .....	Tls. 35
Chee Cotton Spinning				

CIGAR AND TOBACCO COMPANIES.		
Abra, Ltd.	\$ 500	25 % for year ending 30.6.1900
Pine Tobacco Trust Co.,	\$ 50	None
hai - Sumatra Tobacco	Tls. 20	Interim of Tls. 3 per share
Ld.		Tls. 50 sa.
MISCELLANEOUS.		
Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902
Borneo Co., Ltd.	\$ 12	First year
Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1903
ons, Ltd.	\$ 10	\$1 per share for 1903
ong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903
ong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903
ong & China Gas Co., Ltd	£ 10	10 % div. and 1 % bonus for 1901
ong Rope Manufactur-	\$ 50	\$10 for 1902
Co., Ltd.		

ong Ice Co., Ltd.....	\$	25	Interim of \$4 for 1903 .....	\$24
ong High-Level Tram- way Co., Ltd.....	\$	100	\$18 for year ending 31.11.1902 .....	\$320 s.
ong Farm Co., Ltd.....	\$	6	\$14 for year ending 31.7.1903 .....	\$124 b.
ongell, Moore & Co., Ltd.	\$	10	Div. of \$24 for 1902 .....	\$40 s.
ong Asbestos Eastern Company, Ltd.....	£	12.6.	.....	\$5 s.
ong Asbestos Oriental Company, Ltd.....	\$	4	90 cents } for year ending 31.5.03 ...	\$20 b.
ong Do. Founders .....	\$	10	\$29.70 }	\$10 b.
ong Steam Water-boat Company, Ltd.....	\$	10	Final of 6 % making 12 % for year ...	\$154 b.
ong Light & Power Co., Ltd.	\$	10	None .....	\$5 b.
ong Investment Co., Ltd.....	\$	50	None .....	\$16 b.
ong n Powell, Ltd.....	\$	10	\$1 for year ended 30.6.1903 .....	\$8 b.
ong Schappij tot Mijn- bouw-exploitanten B.V. Limited .....	Guilders	100	{ 4th Interim Dividend of Tls. 74 paid 15 9.1903 .....	Tls. 3124 b.
ong Sai & Hongkong Dyeing Cleaning Co., Ltd.....	\$	50	First-year .....	\$50

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